



# Gillespie Field Development Council



## **A Joint Powers Agreement Between the City of El Cajon and County of San Diego**

*Airport Administration Building ♦ 1960 Joe Crosson Drive ♦ El Cajon, California 92020-1236 ♦ (619) 956-4800*

Rick Fordem  
*Chairman*

John Gibson  
*Councilman*

Cliff Leary  
*Vice Chairman*

Jerry Hollingsworth  
*Councilman*

Bob Parker  
*Councilman*

**DRAFT – SUBJECT TO GFDC  
APPROVAL AUGUST 17, 2004**

## **MINUTES OF July 20, 2004**

<b><u>MEMBERS PRESENT</u></b>	<b><u>STAFF PRESENT</u></b>
Cliff Leary	Peter Drinkwater
John Gibson	Sherry Miller
Jerry Hollingsworth	Lee Ann Lardy
Robert Parker	Reggie Angquico
	Jennifer Kaylor

\*For others present, sign-in sheet is available in the Administration Building office.

### **1. ROLL CALL**

Vice-Chairman Cliff Leary called the meeting to order at 6 p.m. All Council members were present with the exception of Rick Fordem.

### **2. APPROVAL OF MINUTES**

Mr. Hollingsworth made a motion that the minutes of June 15, 2004 be approved as submitted. Mr. Gibson seconded the motion.

### 3. CHAIRMAN'S REPORT

Mr. Leary referred to the letter written by Mr. John Sitar to Supervisor, Dianne Jacob. The letter stated that Mr. John Gibson had requested a breakdown for budget expenditures a year prior and had still not received that information.

Mr. Leary asked Mr. Gibson about this and Mr. Gibson replied that an outside consultant was hired to determine when there would be cash flow to pay the Airport Enterprise Fund (AEF) but the GFDC has not seen the result of this study.

Mr. Leary referred to a response letter from DPW Director John Snyder where it states that answers were given at Budget Review on May 17, 2004, but Mr. Leary did not agree that was accurate.

Mr. Drinkwater reported that the response letter answered all Mr. Sitar's questions and was consistent with the FAA compliance response. He further reported that there is a bonding issue under consideration that can pay off the AEF but it will take a year to complete. An actual expenditure closeout will be provided once the final figures for 2003/2004 are available.

Mr. Hollingsworth stated that a quarterly update of expenditure on the budget is required but hasn't been provided.

Mr. Leary advised that a quarterly review is required by the Joint Powers agreement and that he would like to see this brought up to speed.

Mr. Drinkwater expressed that somehow the dialogue has been more intense and complicated than it needs to be. Providing a spending line and developing a matrix and reports that will be done a quarterly basis should satisfy this issue.

Mr. Drinkwater once again addressed the concerns of Mr. Sitar's letter and reported that this was answered by the 300 page response to FAA non-compliance letter. He stated that this letter will be scanned and made available for viewing on the County of San Diego Airports website by next week. Gillespie's Administration staff will make sure it is posted on the website.

Mr. Leary suggested that if Mr. Sitar is not satisfied with the response letter to the FAA that may contact Supervisor Dianne Jacob.

Mr. Drinkwater agreed that interested parties should feel free to express their concerns. However, he asked that they come to him first to give him

a chance to provide answers to their questions and/or concerns. If after contacting Mr. Drinkwater they are not satisfied then they could go up the chain of command to Supervisor Dianne Jacob.

4. AIRPORT DIRECTOR UPDATE

Mr. Drinkwater reported that the update on the Master Plan will take at least two years to complete after the environmental component is done and may possibly even take as long as three years to complete.

Mr. Leary asked if this would delay the CLUP and Mr. Drinkwater answered that it would not delay the CLUP.

Mr. Drinkwater asked if anyone could explain to him what the Ketema Plume was. Mr. Gibson explained that Ketema located at Greenfield Drive in El Cajon (formerly Ametek) had a solvent pit around 20-25 years ago. Solvents were dumped into this pit perhaps up until the 1970's. Because the pit has shallow water, when the solvents hit the water they didn't go through the water table and into the dirt below, but are in the water and travel downstream. The plume has traveled under approximately two-thirds of the industrial park of El Cajon, to the airport and all the way to Forrester Creek. Mr. Gibson believes the site has been excavated and exported and what is left in the dirt will leach out for the next 10,000 years.

Ms. Lardy stated that over the years Ketema has done quite a few test wells. They have gotten permits and done them at various sites around the airport to test and see how far it has gone. The Department of Environmental Health has told us that by cooperating and seeing how far the solvents have traveled that it would help to make Ketema responsible if any work needed to be done.

5. CLUP UPDATE FOR AIRPORT SYSTEM PLANNING

Ms. Angela Paine from San Diego County Regional Airport Authority introduced Mr. Ken Brody from Mead & Hunt who gave a PowerPoint presentation on the Airport Land Use Compatibility Plan.

Mr. Hollingsworth asked how this will impact the AEF fund. Ms. Paine answered that there is no impact on AEF.

Mr. Leary questioned the resistance by the City of Santee and recommended that County staff provide Mead & Hunt with copies of the letters from the City of Santee and the City of El Cajon.

6. PRINCIPAL AIRPORT MANAGER UPDATE

Ms. Miller advised the GFDC of the following:

The ceilometer was repaired and will be installed back into the AWOS next week. It will be up and running once the Air Traffic Controllers complete their training.

Compliance Inspections went very well. 590 hangars were inspected, 43 were not available and will be inspected in the future. Out of the 590 inspected hangars, 9 were considered residences, 7 had someone living in them, 3 had non-permitted uses, and 6 had non-aviation uses. Real Property staff will be sending out letters to Master Lessees notifying them that corrections need to be made for the above discrepancies. As stated in letters that went out on June 4, 2004, Master Lessees will be charged inspection fees to hangars that were not available for inspections.

27R was advertised for bidding on July 12, 2004. Bids will open on August 12, 2004 and close on September 12, 2004.

On August 30<sup>th</sup> at 2:30 pm the FAA will visit Gillespie for an Airport Users Meeting regarding vehicle/pedestrian deviation. The agenda will include opening remarks on the runway safety action team, airport management overview regarding runway and service safety issues, air traffic control tower review regarding runway and surface safety issues, open forum for problem areas and review of recommendations and action items. Two weeks prior to this date, flyers will be sent out and FBO's will be notified by e-mail reminding them of this meeting.

FAA is looking for recommendations from airport users to lower vehicle/pedestrian deviation in the airport. Signage has been placed around the terminal area and near the tower to limit pedestrian/vehicle deviations. A non-movement line will delineate movement and non-movement areas bordering the taxiways starting about 65 feet from the center line of the taxiway. This is an expensive project, is not FAA funded and might have to be done in-house or as part of the 27R project.

There have been seven runway incursions and FAA has notified Gillespie that corrective actions are needed. Mr. Gibson asked if the incursions are due to the residential use of hangars. Ms. Miller responded that runway incursions are not necessarily from residences on the airport. One example is a mechanic who sent his wife to get a part across the airport and the wife drove across the runway instead of going around.

Mr. Drinkwater advised the next phase in solving this problem would be to apply a Part 139 type of airport security where there are security gate controls to access the runways. This would require a lot of overhead and

expenses with no way to recover them. FBO's may have to be charged for this expense of gates and access codes, which is fine with the FAA. County Airports is open to any suggestions on improving security without increasing costs of operation.

Ms. Miller reported that the FAA has suggested limiting access to the airport by closing some gates. This is not possible because it will cause more runway incursions from the lessees trying to get to other parts of the airport. Non-movement lines will be painted only in problem areas and not throughout the Airport due to funding.

The Administration Building is being painted.

FOD problem near ASTREA is now resolved – median areas have been paved.

Slats have been inserted in the fence bordering Golden State to prevent rocks and debris from hitting cars parked nearby.

#### 7. REAL PROPERTY UPDATE

San Diego Aircraft requested a Conditional Use Permit for the Gillespie Field Café. This permit is needed because it is located in an area that is zoned manufacturing. Unless the Council has any concerns, the County will approve the request.

The first choice has backed out for Site 5 and we are in negotiations with the second choice to develop that area.

There is one offer for the parcel at Weld and Cuyamaca. The County has met with the interested party and is in the process of negotiating with them.

#### 8. OPPORTUNITIES FOR MEMBERS OF THE PUBLIC TO ADDRESS THE GILLESPIE FIELD DEVELOPMENT COUNCIL ON MATTERS NOT PREVIOUSLY DISCUSSED

Mr. Wayne Breise (San Diego Aircraft) thanked the County for the Conditional Use Permit for the Gillespie Field Café.

He reported that Silver State Helicopters will be an additional major fixed base operator at Gillespie Field. They have been around for a few years and have the potential to grow to substantial flight operations.

He stated that the FBO's are concerned about the ALP and that a meeting with Doug Sachman helped a lot, but did not clarify the control tower clear line of sight issue and the runway visibility points. He referred to a letter from Margie Drilling of the FAA, and a 34 year old document regarding runway visibility points which were included in handouts that he passed out to the council members and County staff. Mr. Breise stated that the ALP has been modified 14 ways since last approved and is being sent to Supervisor Dianne Jacob, not as a motion but as a receipt item.

Mr. Drinkwater discussed the Building Restriction Line and the Line of Sight. He said that the FAA is having internal discussions regarding Gillespie Field line of sight and George Buley of the FAA has agreed to meet with Wayne Breise and Dick McDowell on August 6, 2004 to discuss this issue.

Mr. Drinkwater further explained that ALP's are not approved by the Board of Supervisors. The Board of Supervisors receives the document and it is filed in County Records. However, the Board of Supervisors does approve the Master Plans.

9. OLD BUSINESS

There was no old business.

9. NEW BUSINESS

There was no new business.

10. NEXT MEETING

Mr. Leary adjourned the meeting at 7:40 p.m.. The next meeting of the Gillespie Field Development Council will be at 6 p.m., Tuesday, August 17, 2004 in City Council Chambers, 200 E. Main Street, El Cajon.

By \_\_\_\_\_  
Jennifer Kaylor, Admin. Secretary II